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SECURITY INFORMATION

REPORT NO.

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COUNTRY Poland

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SUBJECT The Super Trawler REGA

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1. The REGA (Enclosures A, B, and C) was the second vessel of this type built at the Stocznia Gdanska Shipyard, Gdansk and was completed during the Summer of 1951. These vessels were called super trawlers because of their size and equipment. The name of the first super trawler built at Gdansk was the RADUNIA. 50X1

2. The REGA, 613 gr. tn., was 59.98 m. long, 9 m. wide, and had a draft of 5.18 m. when loaded. The hull was constructed of 16 mm. steel plating, supported by 90 frames. The main deck was steel-plated and was covered with teakwood planking. The REGA trawlers were powered by a reversible compound Stevenson engine, developing 715 hp. at 124 to 130 rpm., which was coupled with a low pressure, Bauer-Wach type turbine developing 385 hp. at 6,400 rpm. This power plant gave the vessel a maximum speed of 16 knots (Enclosures D, E, and F).

3. Ship's complement included seven officers and 28 crew members.

4. The rudder engine - a steam engine of Finnish manufacture - was operated from the pilot house by a hydraulic telemotor control. The engine-order telegraph was of the conventional lever type. Only magnetic compasses were available on these vessels; one in the pilot house, one on the flying bridge, and one in the captain's cabin. There were three echo fathometers installed, two of which were equipped with graphic recorders.

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5. As far as I could determine, the vessels were equipped with long and short wave transmitters and receivers made by Erichson, in Sweden, as well as voice communications equipment. The power supply for the transmitters was 110 v. and 50 ma. A DF loop was located on the flying bridge. There was no radar, but it may be installed later. The main winch was located at the forward end of the bridge superstructure on the main deck and was powered by a valve-type steam engine which developed 147 hp. at 400 rpm. The REGA was not equipped with an evaporator but the installation of one was being considered since the daily fresh water consumption was in excess of 7½ tn. The addition of an evaporator would increase the time the ship could spend at sea /Enclosure G/.

6. I did not see any provisions for immediate convertibility of these vessels for naval purposes. Among the crews and shipyard workers, however, it was commonly acknowledged that the ships looked very much like minesweepers and would make good escorts. In my opinion, there was sufficient space on the forecastle, the bridge, and the after-deck superstructure for gun emplacements and the decks were strong enough.

7. Those trawlers built especially for the USSR, at the Stocznia Gdanska Shipyard, were called the LOTOS class /Enclosure H/ and had only minor outward differences such as being a little shorter than the REGA. The first two LOTOS trawlers were equipped with the same main engines and boilers as the REGA. All subsequent LOTOS type vessels were equipped with Christiansen and Meyer system, double compound steam engines, with Howard and Johnson boilers, capable of developing 1,100 hp. The auxiliary machinery was the same as on the REGA type trawlers.

ENCLOSURES:

A. Side View Sketch of the REGA

B. Longitudinal Section Diagram of the REGA

C. Deck View Diagram of the REGA

D. Engine Room Diagram

E. Boiler Room and Bunker

F. Cross Section of Engine Room

G. Diagram of Food and Drinking Water Tanks

H. Trawler of the LOTOS Class Built in Poland for the USSR